

INFORMATION REPORT

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SUBJECT Baltic Shipyard in Leningrad

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1. Location: The Baltic Shipyards (Baltiski Zavod /Baltische Werft) is situated on the right bank of the Neva in Leningrad, approximately 3-5 kilometers from the Neva's outlet into the sea.
2. Size: Approximately 1.6 x 1.6 kilometers. The compound, except in the southern and western sections, is rather closely built up.
3. History: The installation is an old one, the carpenter shop bearing the date 1890. In January 1948 there was little evidence of war damage. Since 1945, two launching docks, a materiel storage depot, a new boiler house, and "Zeche 3" have been constructed. "Zeche 3" was started and completed, 1947-1948; the nature of production at this site is not known. The Körperzeche (hulk section?) was under rapid construction in December 1949.
4. Security: Inland the installation is almost completely surrounded by a concrete wall 2.5 meters high. At some places the wall has wooden sections, but these are to be replaced by concrete. There are watch towers along the wall. Supplementing the normal guard, naval vessels tied up for repairs maintain their own guard drawn from ships' complement. PW's who were engaged in building "Zeche 3" were withdrawn before operations commenced; only Russian personnel may enter this section. PW's working at the Körperzeche, when released, are replaced by Russian laborers.
5. Administration: The director and a majority of section chiefs are civilians. Visitors include many high-ranking Soviet Navy officers. No German scientists or technicians are employed. The labor force consists of about 9,000 men working in two or three shifts, depending on the section. For example, the dry docks and assembly operate on three shifts, the foundry on two.
6. Production: Baltiski Zavod is concerned essentially with the repair of medium-sized cruisers and torpedo boats. New cruisers can be launched from this shipyard. Construction began on a new ship in August 1949 and by December 1949 the 120-meter mid-section (and probably the upper deck) was completed, although stern and prow were lacking. This construction continued night and day and seemed to progress rapidly. The bulkhead, finished by December 1949, hardly came to half the height of the tower cranes on the old launching dry dock (44 meters high).

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7. Also produced are steel barges used for freight transportation on the Neva. These are the size of small skiffs seen on the Rhine and Elbe. Production is insignificant.
8. Repairs: Cruisers and torpedo boats tie up for overhaul at a special quay in the southeast corner of the yards, immediately east of the dry docks. Machinery and armaments are completely dismantled and repaired. Source estimates that nine months are required for a complete overhaul. Usually two ships are overhauled simultaneously. During his time at the yards, source observed a two-stack cruiser and a torpedo boat being reconditioned. All parts for these ships could be replaced from the spare parts depot which can produce machinery, guns, and radar equipment from its stocks. The yard produces for its own use only screws up to 3.5 meters in diameter, with 3-6 threads. All other large parts are shipped in, e.g., nautical machinery, steel armored plates of various sizes and thicknesses, and shafts up to 14 meters long and 40-50 centimeters in diameter. The steel plates (up to 3 centimeters thick, but usually thinner) are cut to size, notched, drilled, and generally prepared for use at the yards.
9. Ships brought in for reconditioning were usually older types. Those considered by source to be cruisers had two double turrets at stern and bow equipped with four-barreled guns, each with a 21 centimeter bore. Between the two stacks were four AA 76.2 mm double-gun positions. Behind the second stack were five heavy double-barreled MG's. There were optical range-finders fore and aft. Each AA and each MG group had its own radar. Armament on smaller, single-stack vessels differed "essentially but not potentially" (sic) from those just described. Torpedo boats had two torpedo tubes on each side at midships with a gun at the bow estimated to be of 178 mm caliber. In some cases, very heavy double-barreled AA MG's were sited on both sides of the bow. Each gun position had its own radar equipment.
10. Yard Equipment: Older parts of the yards are equipped with antiquated machinery, whereas the newer sections have newer American, German and Estonian material, the new dry docks being equipped with modern American mobile revolving tower cranes. Some confiscated German machinery was seen in older installations and more of it, still unpacked, was lying in the compound. The latter machinery was destined for the Körperkacha unit.
11. The yard has three steam engines for internal operations. Running on an extensive narrow gauge track, these run night and day transporting heavy production pieces from one place to another in the compound. Actual outlet is not known, but source assumes that the internal line is connected up with the wide gauge railroad which passes nearby. A railroad ferry also services the compound, brings heavy materiel across the Neva. The ferry landing spur ends between the old launching dry dock and the new west dry dock.

Installations

Note: This section supplements the map attachment and legend. Numerals at end of paragraphs are keyed to the map.

12. The compound north of the main entrance to the Baltiski Zavod contains the following:
 - Fuel tank - Northwestern part of the enclosure, about 100 meters from the streetcar line. The tank is about 12-15 meters in diameter and is at least 10 meters high. (1)
 - Acetylene production unit - Two buildings are used to produce the acetylene used in welding operations. (2)
 - Diesel power installation - This may be a supplementary unit. (4)
 - Naval training school - A 4-story, span-roof building about 12 x 40 meters, located outside the compound a little north of the new boiler house. The school probably is for officers. (5)

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Material storage depot -- Known as Section 100, this supplements the main storage depot and contains packing and insulation material, such as glass wool (Glasswolle). (5)

12. The following installations all lie within the main compound:

Boiler houses - Both an old and a new boiler house are currently in operation, generating power for their own use and supplying heat and steam power to other parts of the yards. The old boiler house, about 30 x 30 meters, is in the center of the compound, south of the main entrance; the new boiler house, about 35 x 30 meters, with a smokestack approximately 45 meters high, is in the northwestern section. (7, 16).

Railroad engine repair shed - East of the new boiler house; unfit for use. (8).

Large transformer - North of the partly-built Körperzeche. The power supply comes from an outside source and the transformer regulates the current. Source believes that the Diesel unit north of the main entrance is used only as a supplementary unit. (9).

Körperzeche - When finished, this building will be about 60 x 120 meters in size; it is attached to the cutting shop. Conversations between Russian workmen and foremen [redacted] led him to believe this construction would be used for the building of submarines. A dry dock is to be built from the Körperzeche down to the Neva. When all PW's have been released, the second floor of the cutting shop, which has served as PW Camp No. 7708, will be used as a pattern shop for making armor and steel plates. (11).

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Cutting Shop - One of the largest buildings, this is about 25 x 160 meters. Steel and armored plates are cut and drilled there, pieces then being sent to the assembly shop. (12).

Small food depot - Located south of the Körperzeche and used chiefly by PW's drawing rations. (13).

Fire department - Two buildings are maintained, one at the eastern entrance, the other southeast of the cutting shop. (14).

Pump and compressor - Adjacent to the old boiler house. About 18 x 40 meters, it is run by electricity. (15).

Lathe shop - Occupies two floors of the southern part of the forge building. It is equipped with German metal-working machinery. (17).

Forge - The building, about 16 x 180 meters, has mostly American equipment, including a hammer with a capacity of ten tons. There are also several presses. (18).

Zeche 3 - Size, approximately 40 x 150 meters. (19).

Plumbing shop - One-story building, about 8 x 8 meters. (20).

Foundry - About 25 x 200 meters, located southwest of the main entrance to the compound. It produces nearly all the screws used in shipbuilding as well as zinc, copper and alloyed castings. (21).

Main administration - A four-story building, 8 x 18 meters, west of the main entrance. (22).

Tempering shop - About 10 x 50 meters, located southeast of the main entrance, flanked on the south by a large concrete surfaced parking lot and the main checking point. Tempering of metals is done here. The main kitchen adjoins the shop at right angles to the east. (23).

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Electrical shop - One of the most important sections of the shipyard, about 16 x 120 meters in size. Assembly and repair of radio equipment is performed there and electric motors are overhauled. Personnel of this unit were often seen by source carrying wicker work antennas (Korhantenne). (29).

Assembly shop - South of the main entrance and in the center of the compound. The building, about 100 x 50 meters, is situated in front of the dry docks, where half-finished pieces for ships under construction are delivered. Heavy plates are notched and drilled, then welded to other plates before being hauled out of the building by tractors to the dry docks. (30).

Main storage depot - This six-story building, about 20 x 160 meters, contains everything for ships' internal and external fittings. The large depot for heavy materials to be used in actual ship construction is located in the 100 meter strip between the old launching dry dock and the west dry dock. (32).

Wood carpenter shop - A massive, one-story building, 12 x 80 meters, west of the assembly section. (34).

Garage - Large enough to hold about 30 trucks and a small repair shop. Located in the northeast corner of the compound. The area surrounding the L-shaped building has a concrete surface. (35).

Paint and varnish depot - In the southeast corner of the compound near the river; about 6 x 35 meters in size. (36).

Dry docks - Three dry docks, each 300 meters long and occupying a large part of the southern part of the compound, are currently working. The old dock, about 18m 20 meters wide, situated on the far west, is serviced by eight fixed revolving tower cranes, four on each side. Each crane is 44 meters high. The new west dry dock, about 20 meters wide, began operating in autumn 1949. The east dry dock is also new and over 30 meters wide, but construction is still incomplete and auxiliary equipment such as cranes and belt conveyors must be supplemented. An American mobile revolving tower crane serving both the east and west docks is able to lift pieces up to 40 tons. Both these docks were built by German PW's, more or less on the site of old docks. (37, 38, 39, 40).

Large Demag crane - Assembly of this crane, located a little to the southwest of the old dry dock on the river bank, was started by German engineers before World War II. But the engineers departed with the plans shortly before the outbreak of hostilities and it still stands idle despite great Russian efforts to get it into operation. It has a range of 150 meters. (41).

Apprentice school - A 16 x 100 meter, one-story building in the southwestern part of the compound, used to house yard apprentices. (43).

Encl: 1 map with legend

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